

obtained in a drop test of the gear with—

(i) A drop height of 1.5 times that specified in § 27.725; and

(ii) An assumed rotor lift of not more than 1.5 times that used in the limit drop tests prescribed in § 27.725.

(4) Compliance with paragraphs (b) through (e) of this section must be shown with—

(i) The gear in its most critically deflected position for the landing condition being considered; and

(ii) The ground reactions rationally distributed along the bottom of the skid tube.

(b) *Vertical reactions in the level landing attitude.* In the level attitude, and with the rotorcraft contacting the ground along the bottom of both skids, the vertical reactions must be applied as prescribed in paragraph (a) of this section.

(c) *Drag reactions in the level landing attitude.* In the level attitude, and with the rotorcraft contacting the ground along the bottom of both skids, the following apply:

(1) The vertical reactions must be combined with horizontal drag reactions of 50 percent of the vertical reaction applied at the ground.

(2) The resultant ground loads must equal the vertical load specified in paragraph (b) of this section.

(d) *Sideloads in the level landing attitude.* In the level attitude, and with the rotorcraft contacting the ground along the bottom of both skids, the following apply:

(1) The vertical ground reaction must be—

(i) Equal to the vertical loads obtained in the condition specified in paragraph (b) of this section; and

(ii) Divided equally among the skids.

(2) The vertical ground reactions must be combined with a horizontal sideload of 25 percent of their value.

(3) The total sideload must be applied equally between the skids and along the length of the skids.

(4) The unbalanced moments are assumed to be resisted by angular inertia.

(5) The skid gear must be investigated for—

(i) Inward acting sideloads; and

(ii) Outward acting sideloads.

(e) *One-skid landing loads in the level attitude.* In the level attitude, and with the rotorcraft contacting the ground along the bottom of one skid only, the following apply:

(1) The vertical load on the ground contact side must be the same as that obtained on that side in the condition specified in paragraph (b) of this section.

(2) The unbalanced moments are assumed to be resisted by angular inertia.

(f) *Special conditions.* In addition to the conditions specified in paragraphs (b) and (c) of this section, the rotorcraft must be designed for the following ground reactions:

(1) A ground reaction load acting up and aft at an angle of 45 degrees to the longitudinal axis of the rotorcraft. This load must be—

(i) Equal to 1.33 times the maximum weight;

(ii) Distributed symmetrically among the skids;

(iii) Concentrated at the forward end of the straight part of the skid tube; and

(iv) Applied only to the forward end of the skid tube and its attachment to the rotorcraft.

(2) With the rotorcraft in the level landing attitude, a vertical ground reaction load equal to one-half of the vertical load determined under paragraph (b) of this section. This load must be—

(i) Applied only to the skid tube and its attachment to the rotorcraft; and

(ii) Distributed equally over 33.3 percent of the length between the skid tube attachments and centrally located midway between the skid tube attachments.

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-2, 33 FR 963, Jan. 26, 1968; Amdt. 27-26, 55 FR 8000, Mar. 6, 1990]

§ 27.505 Ski landing conditions.

If certification for ski operation is requested, the rotorcraft, with skis, must be designed to withstand the following loading conditions (where P is the maximum static weight on each ski with the rotorcraft at design maximum weight, and n is the limit load factor determined under § 27.473(b)).

(a) Up-load conditions in which—

§ 27.521

14 CFR Ch. I (1–1–06 Edition)

(1) A vertical load of Pn and a horizontal load of $Pn/4$ are simultaneously applied at the pedestal bearings; and

(2) A vertical load of $1.33 P$ is applied at the pedestal bearings.

(b) A side-load condition in which a side load of $0.35 Pn$ is applied at the pedestal bearings in a horizontal plane perpendicular to the centerline of the rotorcraft.

(c) A torque-load condition in which a torque load of $1.33 P$ (in foot pounds) is applied to the ski about the vertical axis through the centerline of the pedestal bearings.

WATER LOADS

§ 27.521 Float landing conditions.

If certification for float operation is requested, the rotorcraft, with floats, must be designed to withstand the following loading conditions (where the limit load factor is determined under § 27.473(b) or assumed to be equal to that determined for wheel landing gear):

(a) Up-load conditions in which—

(1) A load is applied so that, with the rotorcraft in the static level attitude, the resultant water reaction passes vertically through the center of gravity; and

(2) The vertical load prescribed in paragraph (a)(1) of this section is applied simultaneously with an aft component of 0.25 times the vertical component.

(b) A side-load condition in which—

(1) A vertical load of 0.75 times the total vertical load specified in paragraph (a)(1) of this section is divided equally among the floats; and

(2) For each float, the load share determined under paragraph (b)(1) of this section, combined with a total side load of 0.25 times the total vertical load specified in paragraph (b)(1) of this section, is applied to that float only.

MAIN COMPONENT REQUIREMENTS

§ 27.547 Main rotor structure.

(a) Each main rotor assembly (including rotor hubs and blades) must be designed as prescribed in this section.

(b) [Reserved]

(c) The main rotor structure must be designed to withstand the following

loads prescribed in §§ 27.337 through 27.341:

(1) Critical flight loads.

(2) Limit loads occurring under normal conditions of autorotation. For this condition, the rotor r.p.m. must be selected to include the effects of altitude.

(d) The main rotor structure must be designed to withstand loads simulating—

(1) For the rotor blades, hubs, and flapping hinges, the impact force of each blade against its stop during ground operation; and

(2) Any other critical condition expected in normal operation.

(e) The main rotor structure must be designed to withstand the limit torque at any rotational speed, including zero. In addition:

(1) The limit torque need not be greater than the torque defined by a torque limiting device (where provided), and may not be less than the greater of—

(i) The maximum torque likely to be transmitted to the rotor structure in either direction; and

(ii) The limit engine torque specified in § 27.361.

(2) The limit torque must be distributed to the rotor blades in a rational manner.

(Secs. 604, 605, 72 Stat. 778, 49 U.S.C. 1424, 1425)

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27–3, 33 FR 14105, Sept. 18, 1968]

§ 27.549 Fuselage, landing gear, and rotor pylon structures.

(a) Each fuselage, landing gear, and rotor pylon structure must be designed as prescribed in this section. Resultant rotor forces may be represented as a single force applied at the rotor hub attachment point.

(b) Each structure must be designed to withstand—

(1) The critical loads prescribed in §§ 27.337 through 27.341;

(2) The applicable ground loads prescribed in §§ 27.235, 27.471 through 27.485, 27.493, 27.497, 27.501, 27.505, and 27.521; and

(3) The loads prescribed in § 27.547 (d)(2) and (e).